

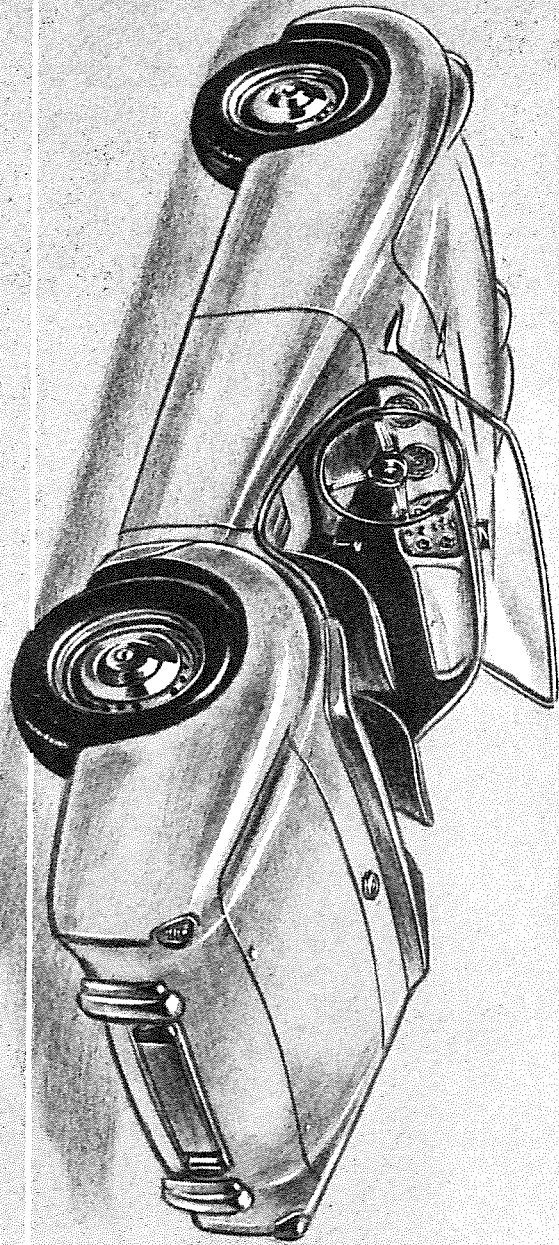
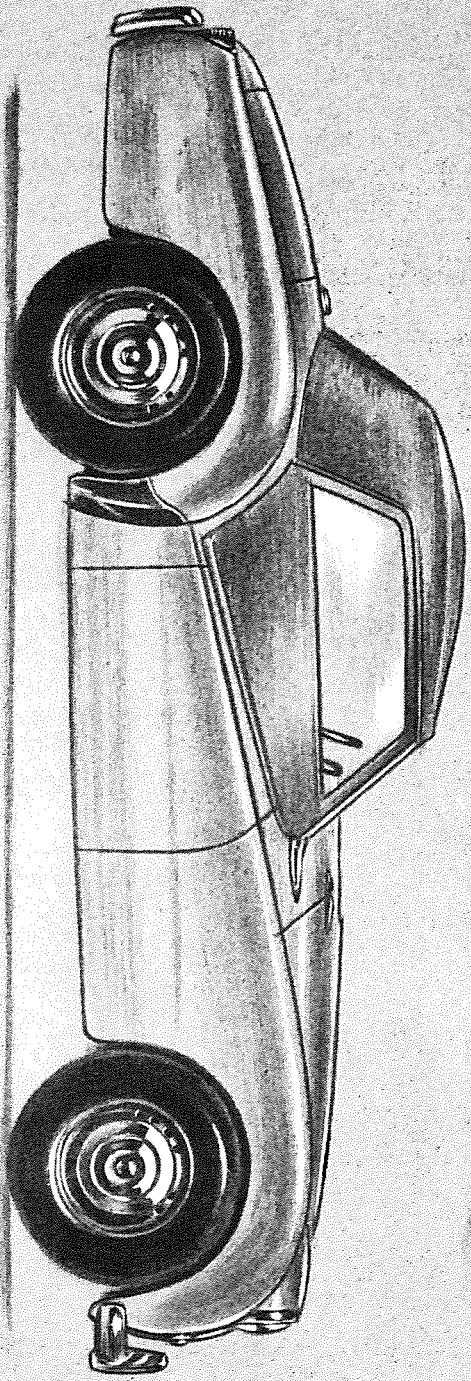
T H E N E W
Triumph

S P O R T S

BLAND & JOHN S. A.

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ORANGE



THE NEW TRIUMPH SPORTS CAR

This attractive addition to the range of Triumph cars is intended to appeal to the motorist who either likes to participate in sporting events or prefers fast open-air motoring to the comfort of a saloon. It has a number of features which will especially appeal to the sporting motorist. The 1,991 c.c. engine is a convenient size to participate in events for cars up to 2,000 c.c. class, while the four-speed gearbox provides gear ratios most suited to this class of work.

BODY SPECIFICATION

Type—Two seater open sports steel body with all weather equipment. Detachable one piece windscreen fitted with Triplex safety glass. Provision is made for aero screens.
Doors hinged on screen pillars. Front wings, rear wings and complete front panel are bolt-on detachable type. Upholstery—leather. Seating—two bucket-type seats of hammock design, adjustable fore and aft. Effective seat width 45 ins. (1,142 mm.). Maximum interior body width 47 $\frac{3}{4}$ ins. (1,215 mm.).
Instruments—5" tachometer and 5" speedometer with trip, positioned in front of driver. Separate instruments for fuel, water temperature and oil pressure. Indirect instrument illumination. Ignition warning light. Headlamp beam warning light.
Controls—Buttons for starter, carburettor strangler, windscreen wipers, headlamps, parking and panel lights. Ignition lock.
Luggage accommodation—Luggage space behind seats and in boot. Enclosed glove compartment in fascia panel with lock. Spare wheel housed in separate compartment below boot floor with locked panel.
Locks—Dovetail, anti-rattle type lock on each door. One-piece hinged bonnet arranged with lock release control operated from inside body under fascia with safety catch.

GENERAL DIMENSIONS

Wheelbase—7 ft. 4 in. (2,235 mm.). Track—Front—3 ft. 9 in. (1,134 mm.); Rear—3 ft. 9 $\frac{1}{2}$ in. (1,156 mm.). Ground clearance—6 in. (152 mm.). Turning Circle 32 ft. 0 in. (9,75 metres).

Overall Dimensions : Length—12 ft. 4 in. (3,760 mm.). Width—4 ft. 7 $\frac{1}{2}$ in. (1,410 mm.). Height (unladen) Hood erect—4 ft. 2 in. (1,270 mm.); Top of screen—3 ft. 10 in. (1,168 mm.); Hood folded and screen removed—3 ft. 1 in. (940 mm.). Weight—Dry (excluding extra equipment)—16 $\frac{1}{2}$ cwt. (836 kg.). Complete—including tools, fuel, oil and water) 17 $\frac{3}{4}$ cwt. (900 kg.). Tyre size—5.50—15 in.

Capacities : Fuel Tank—12 galls. (54 $\frac{1}{2}$ litres). Engine—13 pints (7.5 litres). Gearbox—1 $\frac{1}{2}$ pints (0.8 litres). Rear Axle—1 $\frac{1}{2}$ pints (0.8 litres). Cooling System—14 pints (8 litres).

GENERAL EQUIPMENT

Driving mirror providing maximum view to rear. Headlamps, flush-fitting sealed unit; pre-focus bulbs; dip switch, foot operated. Parking lights located below headlamps. Rear lamps, two tail and stop lamps, reversing and number-plate illumination light. Alternative—two tail lamps with winking direction indicators, combined number plate illuminator and brake light. Interior panel lights; remote switch on fascia. Horns, twin windtone, concealed mounting. Carpets at front with thick felt underlay. Bonnet is hinged and a stay is provided for support when open. One piece humpers of deep substantial design, with overriders at front and spring bar overriders at rear, chromium plated. Twin electric screen wipers, spare wheel and tyre. Tools with jack.

PERFORMANCE

The 2-litre engine of the Triumph Sports Car develops 80 b.h.p. at 4,300 r.p.m. giving a maximum speed of 100 m.p.h. (160 km. per hour). Petrol consumption is 24 m.p.g. (11.8 litres per 100 km.).

Acceleration (two up)	Gear	Speed	Time	
			Top	Through gears
	Top	20-40 m.p.h. (32-64 km.p.h.)	7 secs.	
	Top	30-50 m.p.h. (48-80 km.p.h.)	7 secs.	
	Top	0-50 m.p.h. (0-80 km.p.h.)	9 secs.	
	Top	0-60 m.p.h. (0-96 km.p.h.)	13 secs.	

CHASSIS SPECIFICATION

Engine : Four cylinders. Bore—83 mm. (3.268 in.). Stroke—92 mm. (3.622 in.). Capacity—1,991 c.c. (121.5 in.) (2 litre). B.H.P. 80 at 4,300 r.p.m. R.A.C. rating—17.14 h.p. Piston speed—3,120 ft./min at 5,250 r.p.m. (this is equivalent to 100 m.p.h. in top gear). Piston area—33.5 sq. in. (216 sq. cm.). Firing order—1, 3, 4, 2. Compression ratio—8:1. Cylinder sleeves—Centrifugally chill cast, nickel chrome iron, replaceable sleeves, fitted in direct contact with cooling water. Crankshaft—Four bearings, hypoxine cams; drive by Duplex chain. Cooling system—Thermostatically controlled. 14 pins cap. push rod operated. Camshaft—Four bearings, hypoxine cams; drive by Duplex chain. Fuel system—12 gall. (54½ litre) tank; petrol pump—mechanical; Twin Carburetors; Lubrication—pump; fan—12½ in., four blades; drive—Vee belt. Fuel system—12 gall. (54½ litre) tank; petrol pump—mechanical; Twin Carburetors; Lubrication—pump submerged in sump, gauze filter; oil cleaner—Purifier by-pass type, replaceable cartridge. Ignition—Coil, centrifugal and suction controlled automatic advance. Plugs—Champion, Type L.10. Dynamo—Ventilated type. Engine mounting—Bouyant power flexible mounting for engine and gearbox unit.

Transmission : Clutch—Borg & Beck 9 in. dia. single dry plate. Hydraulically operated. Gearbox—Four forward ratios and reverse. Gears—Patented positive synchromesh on 2nd, 3rd and 4th forward ratios. Silent helical gears. Oil filler—Combined with dipstick.

Ratios :	Top	3rd	2nd	1st	Rev.
	1.00	1.325	2.008	3.382	4.283
					Overall :
					Top
					3rd
					2nd
					1st
					Rev.

Propeller shaft—Hardy-Spicer all-metal shaft, needle roller bearings. Short length to avoid whip and simplify frame construction.

Axles—(Front)—Independent suspension system with rubber-bushed wishbone shackles top and bottom. Patented bottom bush and top ball-jointed wheel swivels. Taper roller hub bearings. Rear—Semi-floating axle shafts, three piece casing. Ball bearings in hub.

Drive—Hypoid bevel gears. Taper roller bearings. Ratio—3.89. Wheels—Steel disc type, with chrome nave plates. **Jacking—**Mid-point side jacking. **Suspension—**Low periodicity, coil springs for independent suspension at front, with telescopic dampers, wide semi-elliptic springs at rear, controlled by piston type dampers.

Brakes—Lockheed hydraulic, 10 in. × 2½ in. wide front, 9 in. × 1½ in. rear—total lining area, 148 sq. in. Two leading shoe-type being used on front wheels, leading and trailing shoe-type on rear wheels. Alloy cast iron brake drums. Foot operated on all four wheels, hydraulically. Centrally mounted hand brake operates on rear wheels, mechanically.

Frame—Rigid structure, channel steel pressings braced by a cruciform member. Fully rust-proofed.

Steering—Worm and sleeve type. Optional right- or left-hand drive. Steering wheel 17 in. dia. (431 mm.), three-spoke, spring type.

Battery—12 volt, 51 amp./hour. Located under bonnet.

CONDITIONS OF SALE

The goods manufactured by The Standard Motor Company Limited are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute and otherwise. **PRICES.** The Company reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery, ex works. **SPECIFICATION.** The Company reserves the right on the sale of any vehicle to make before delivery without notice any alterations to or departure from the specification, design or equipment detailed in its various publications. **LITERATURE.** Every precaution has been taken to ensure accuracy but the Company accepts no liability for errors or omissions.

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